

25X1A

NO. OF PAGES 2

NO. OF ENCLS.
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

25X1A

25X1A

THIS IS UNEVALUATED INFORMATION

25X1X

- 25X1X

Unofficially, railroad

25X1X

workers classified roads as follows:

- SEE LAST PAGE FOR SUBJECT & AREA CODES**

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3. I would like to add that the most important factor in determining the length of a train was the type of coupling used. The automatic coupling was the most reliable and a train of cars so equipped could safely carry 2400 metric tons. However, during my time in the Soviet only 25 to 30% of cars were so equipped. The balance of cars were equipped with the old style hooks and when they were used in a train the load and number of cars was limited by the roadbed (whether level and solid or hilly) and curves. Then, too, many of the small stations could not handle long trains.
4. I would also like to point out that [REDACTED] carried an average of 25X1X one thousand tons 50 km a day" is incorrect. Legs (one way) travelled by a locomotive and engineer and crew varied from one hundred to 150 km. Now the length of the leg more or less determined the work day of an engineer. If one leg was more than 130 km it was considered the norm equal to a round trip run and the engineer had to lay over and rest before starting back. This would take up two days work time. However, if the length of the leg was 130 (approximate) km or less, the engineer could take his locomotive back the same day, making up about a 15-hour day. Another determining factor is the type of load pulled. If the load had a priority and was on a through schedule with no stops, the run out and back took a correspondingly shorter time whereas a secondary load, with many stops and sidetracks for priority trains, took longer.
- [REDACTED]
- ILLEGIB
- ILLEGIB
- [REDACTED]

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